

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No 4324.

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THURSDAY, AUGUST 20, 1903.

四拜禮

號十二月八英港香

\$10 PER ANNUM.

SINGLE COPY, 10 CENTS.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCANCELLED " 6,000,000
RESERVE FUND " 9,000,000

Head Office:—YOKOHAMA.

Branches and Agencies:
TOKIO. KOBE.
NAGASAKI. LONDON.
LVONS. NEW YORK.
SAN FRANCISCO. BOMHOLM.
ROMHAW. SHANGHAI.
TIENTHSIN. NEWCHWANG.
PEKING.

LONDON BANKERS: THE LONDON JOINT STOCK BANK, LTD.
PARR'S BANK, LTD.
THE UNION OF LONDON AND SMITH'S BANK, LTD.

HONGKONG BRANCH—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per Annum on the Daily Balance.

On fixed deposits for 12 months at 5 per cent.

" 6 " 4 "

" 3 " 3 "

TARO HODSUMI,

Manager.

Hongkong, 11th March, 1903. [10]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000
RESERVE FUND,—

Sterling Reserve \$10,000,000 \$16,000,000

RESERVE LIABILITY OF PROP'TORS \$10,000,000

COURT OF DIRECTORS:

A. J. RAYMOND, Esq., Chairman.

H. E. TOMKINS, Esq., Deputy Chairman.

Hon. C. W. Dickson, N. A. Siebs, Esq.

E. Goetz, Esq. H. W. Slade, Esq.

C. Michelau, Esq. C. A. Tomes, Esq.

H. Schubart, Esq. E. S. Wheller, Esq.

E. Shellim, Esq.

CHIEF MANAGER:

Hongkong—J. R. M. SMITH.

MANAGER:

Shanghai—H. M. BEVIS.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent.

per Annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months, 2½ per cent per Annum.

For 6 months, 3 per cent per Annum.

For 12 months, 4 per cent per Annum.

J. R. M. SMITH,

Chief Manager.

Hongkong, 17th August, 1903. [13]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

J. R. M. SMITH,

Chief Manager.

Hongkong, 1st May, 1903. [14]

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital £1,000,000.

Paid up Capital £. 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:

Chan Kit Shan, Esq. J. Scott Harston, Esq.

Chow Tung Shang, Esq. J. Lauts, Esq.

Chief Manager.

GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5%

Hongkong, 1st May, 1903. [15]

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BERLIN Calcutta Hankow

Tientsin Tsingtau (Kiautschou)

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS,

UNION OF LONDON AND SMITH'S BANK, LTD.

DEUTSCHE BANK (BERLIN), LONDON AGENCY

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.

H. SUTER,

Sub-Manager.

Hongkong, 23rd July, 1902. [16]

GUARANTY TRUST COMPANY OF NEW YORK (AMERICAN BANK).

ESTABLISHED 1864.

PAID UP CAPITAL U.S. Gold

SURPLUS AND UNDIVIDED PROFITS \$5,180,000.

Gold \$7,180,000

Head Office—NEW YORK.

LONDON OFFICE:

33 and 35, Lombard Street, E.C.

F. C. Bishop, Manager, Eastern Department.

LONDON BANKERS:

PARK'S BANK, LIMITED.

HONGKONG OFFICE:

4, DES VIEUX ROAD.

General Banking and Exchange business transacted.

INTEREST ALLOWED

On Current Accounts at 2% per annum.

On Fixed Deposits:

For 3 months 2½% per annum.

" 6 " 3½ "

" 12 " 4 %

E. F. GROS,

Acting Manager.

Hongkong, 1st December, 1902. [16]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS. TO SAIL ON REMARKS.

LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES.

YOKOHAMA VIA SHANGHAI, MOJI and KOBE.

(Passing through the Island Sea).

SINGAPORE, COLOMBO and BOMBAY.

(Calling at Penang if sufficient inducement offers).

NANKIN About 28th August Freight only.

E. E. C. Roberts, R.N.R. About 28th August Freight only.

SHANGHAI B. LLAARAT About 28th August Freight and Passage.

F. R. Summers About 28th August Freight and Passage.

VALETIA W. B. Palmer, R.N.R. Noon, 29th August See Special Advertisement.

For Further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 19th August, 1903. [14]

Intimations.

" I hear they want Bovril

BOVRIL—
the food-beverage.

COOKS find that BOVRIL doubles the value of soups, gravies, hashes, made dishes, &c.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Surabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Maidzuru, Kure, Shimonoseki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotan, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address: " MITSUI " (A.R.O. and A1 Codes).
CONTRACTORS OF COAL to the Imperial Japanese Navy and Arsenal and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Honda, Ichimura, Kanada, Mameda, Manoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yoshinotan, Yoshiro, Yunokibara and other Coals.

N. INUZUKA, Manager, Hongkong. [563c]

II. PRICE & CO., WINE MERCHANTS, 12 QUEEN'S ROAD CENTRAL.

Picnic parties furnished with wines, etc., at a moment's notice.

Contracts made on special terms with Caterers, Committees, Messes and Captains of Steamers. All Wines, Spirits and Beers supplied are guaranteed.

Price list on application. TELEPHONE NO. 135.

Hongkong, 23rd July, 1903. [152c]

GINS.

NOLET'S GENEVA,
BOL'S SUPERIOR GENEVA,
HULSTKAMP'S GENEVA,
JAS. COUTT'S SUPERIOR OLD TOM,
Do. Do. DRY GIN,
BOORD'S OLD TOM,
BOOTH'S No. 1 OLD TOM,
PLYMOUTH GIN (COATES & CO.).

CALDBECK, MACGREGOR & Co., WINE AND SPIRIT MERCHANTS.

15, Queen's Road, Hongkong, 12th August, 1903. [22]

OCIDENTAL HOTEL (ELGIN ROAD, KOWLOON). CODE ADDRESS: " YOSEMITE."

35 BEDROOMS EXCELLENTLY FURNISHED. BATH TO EACH ROOM. DINING ROOM AND CUISINE UNDER STRICT SUPERVISION.

EUROPEAN AND AMERICAN WINES, SPIRITS AND BEERS.

POOL AND BILLIARDS.

ENGLISH, AMERICAN, AND MANILA NEWSPAPERS IN FILE.

TERMS.—\$4.00 to \$7.00 per day. \$65 to \$120 per month.

JAS. D. M. CAMERON Manager. Hongkong, 5th May, 1903. [555c]

MARLBOROUGH HOUSE, 31, 32, 40 and 41, NORTH SOOCHOW ROAD—SHANGHAI. PLEASANT AND CENTRAL SITUATION, FACING SOUTH.

THIS HIGH-CLASS BOARDING ESTABLISHMENT has Well-Furnished Rooms by the Day or Month.

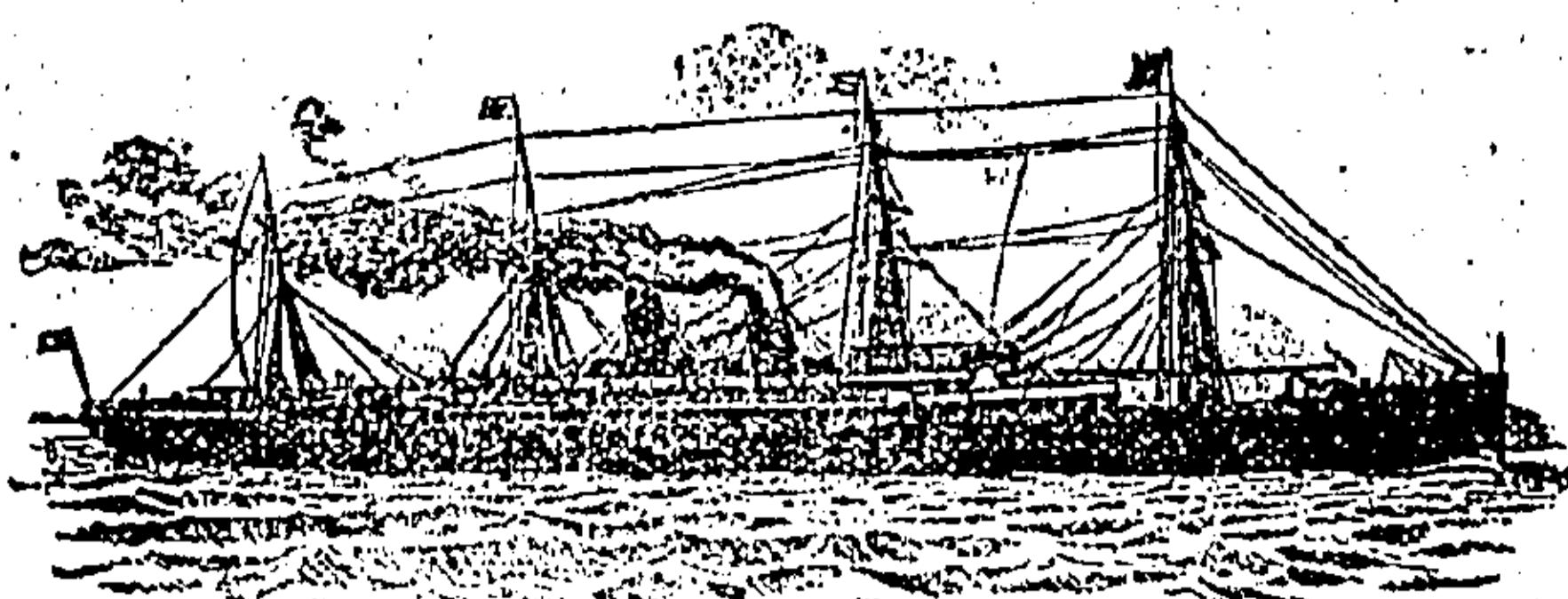
TELEGRAPHIC ADDRESS: " MARLBOROUGH." Telephone No. 584. MR. NAZER Manager. Shanghai, 6th June, 1903. [674c]

Military Band during dinner on Saturday Nights.

Hongkong, 15th November, 1903. [15]

NOTES.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE;

PROPOSED SAILINGS FROM HONGKONG.

"CITY OF PEKING".....	SATURDAY, 22nd August, at Noon.
"DORIO".....	TUESDAY, 1st September, at Noon.
"NISSON MARU".....	TUESDAY, 8th September, at Noon.
"SUBERIA".....	WEDNESDAY, 16th September, at Noon.
"COPIEC".....	SATURDAY, 26th September, at Noon.
"AMERICA MARU".....	SATURDAY, 3rd October, at Noon.
"KOREA".....	TUESDAY, 13th October, at Noon.
"JAMIO".....	TUESDAY, 20th October, at Noon.
"HONGKONG MARU".....	WEDNESDAY, 28th October, at Noon.

Record Trip Yokohama to San Francisco made by ss. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

THE P.M. Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via AMoy, SHANGAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 22nd instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Points, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES and CANADIAN POINTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Points, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further Information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

Hongkong, 19th August, 1903.

E. W. TILDEN, Agent.

CANADIAN PACIFIC RAILWAY CO.
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

CABLING AT SHANGAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
EMPERESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).		
R.M.S. "EMPERESS OF INDIA" ... 6,000 Tons.....	WEDNESDAY, 26th August.	
" " "EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 23rd September.	
" " "TARTAR" ... 4,425 "	WEDNESDAY, 7th October.	
" " "EMPERESS OF CHINA" ... 6,000 "	WEDNESDAY, 21st October.	
" " "ATHENIAN" ... 3,882 "	WEDNESDAY, 4th November.	
" " "EMPERESS OF INDIA" ... 6,000 "	WEDNESDAY, 18th November.	
" " "EMPERESS OF JAPAN" ... 6,000 "	WEDNESDAY, 16th December.	
" " "TARTAR" ... 4,425 "	WEDNESDAY, 30th December.	

THE magnificent "EMPERESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, ("TARTAR" and "ATHENIAN" 14 DAYS) saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection, at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIOUS OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 25th June, 1903.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SITZENGLIA	HAVRE, ANTWERP, and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	29th Aug. Freight.
Hildebrandt	BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	12th Sept. Freight and Passengers.
KONIGSBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	23rd Sept. Freight.
Mayer	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	7th October. Freight.
ANDALUSIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	13th October. Freight.
von Döhren	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	23rd October. Freight.
ABESSINIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	7th November. Freight.
Filzer	N.YORK. (Calling at SINGAPORE and PENANG.)	13th November. Freight.
ARABIA	V/4 SURZ CANAL.	13th November. Freight.
Bahlo	HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.	For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 20th August, 1903.

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

9540

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND
WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO
STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION
COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM" 2,363 tons.	Captain H. D. Jones.
" " "POWAN" 2,330 "	G. F. Morrison, R.N.R.
" " "FATSHAN" 2,260 "	A. W. Dixon.
" " "HANKOW" 3,073 "	C. V. Lloyd.
" " "KINSHAN" 2,860 "	J. J. Lusson.

Departures from HONGKONG to CANTON daily at about 7 A.M. and 10 A.M. (Sunday excepted) and at about 6 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily (Sunday excepted) at about 8 A.M., 2 P.M. and 5.30 P.M.

These steamers, carrying His Majesty's Mails, are the largest and fastest on the River.

Special attention is drawn to their Superior Saloon and Cabin accommodation.

SE. VICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNG-SHAN" 1,998 tons.	Captain W. E. Clarke.
Departures from Hongkong to Macao daily at about 1 P.M. as per special Schedule.	Sunday Do. from Macao to Hongkong daily at about 7.30 A.M. excepted.

Joint Service of the H.K., C. and MACAO STEAMBOAT CO., LTD., and the Indo-China Steam Navigation Company, LTD.

CANTON-WUCHOW LINE.

S.S. "NANNING" 569 tons.	Captain R. D. Thomas.
" " "SAINAM" 588 "	B. Branch.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 A.M., and the other leaves Wuchow for Canton on the same days at about 8 A.M. Round trips take about 5 days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel.

Or of BUTTERFIELD & SWIRE,

Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 4th August, 1903.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Works, No. 508; General, No. 376.

Telegrams, "Dock, Yokohama," Codes A. I. and A. B. C. (4th).

Yokohama, May 11th, 1903.

[5736]

Intimations.

PORTRAITS, GROUPS, ENLARGING, AND
COPYING IN ALL SIZES.AMATEUR WORK GIVEN SPECIAL
ATTENTION.FULL LINE OF SUPPLIES
ALWAYS IN STOCK.

JAPAN AND RUSSIA.

THE CONFERENCE AT PORT ARTHUR.
The conference at Port Arthur last July between the Russian Ministers to China, Japan, and Korea, and high Russian military and naval officials of Manchuria is already well known, but very little is known as to what actually occurred at the Conference in question. The *Universal Gazette* now publishes a letter from a Northern correspondent who seems to know a good deal of the matter. The correspondent states that the result of the Conference may be formulated into questions and answers as follows:—(1) Why should war be now declared?—(1) Because Japan is a rising Power, and if steps be not taken to stop her now she will be sure to cause infinite trouble and obstruction to Russia's future schemes of aggrandisement in the Far East. (2) Manchuria is now generally recognized by the various Powers to be a dependency of Russia, while Russia further strongly holds the country. Japan, however, has taken upon herself to oppose Russia and is persuading Great Britain and the United States to join her in compelling the Chinese Government to consent to the opening up of Manchuria to the world. If therefore we do not go to war with Japan now it is to be feared that we shall not be able by and by to retain Manchuria as our very own.—(3) Why ought Russia to abstain from war with Japan at present?—(1) Because the Russian fleet in the Far East is not strong enough. (2) Because Great Britain and Japan are allies and may very possibly drag the U.S. into the alliance relating to the Far East and Russia will therefore have to oppose three Powers instead of one or two at most. (3) Because Agriculture is scant in Siberia at present, and there is not sufficient food available in Manchuria. The above is understood to be the gist of the Conference at Port Arthur, and although there were other subjects discussed favouring proposed war with Japan, these, according to a Tientsin native correspondent, were unimportant, but on the whole it would seem that the majority of the officials present at the conference, together with General Kuropatkin, the Russian Minister of War, were favourable to war being declared with Japan.—*N. C. D. News.*

THE OPEN DOOR.

We congratulate the United States on the triumph for the "open door" which they have won in Manchuria. The announcement that China—or more correctly, perhaps, Russia—has consented to the opening of the ports desired by the United States and Japan is, at least superficially, a great success for that combination and for a principle of supreme national and commercial importance. It is stated that Russia was prepared to give special privileges to the United States, and it is conceivable that she would go far to placate the great Western Power that is severed from her Eastern confine only by the Behring Straits. But if the temptation was really offered, the United States Government have shown wisdom in rejecting it, and taken up their stand upon the sound doctrine of "a fair field and no favour." That is the principle by which the problem of the Far East may be solved peacefully and enduringly. It is possible that the success reported to-day is not unconnected with the announcement of yesterday that the trouble threatened in connection with the proposed petition from the United States to the Czar on the subject of the Kishineff massacre has passed away. The sky of the world is unusually bright to-day.—*Daily News.*

Auction.

GOVERNMENT NOTIFICATION.

PARTICULARS AND CONDITIONS OF THE LETTING BY PUBLIC AUCTION SALE, TO BE HELD ON MONDAY, THE 24TH DAY OF AUGUST, 1903, AT 3 P.M., AT THE OFFICES OF THE PUBLIC WORKS DEPARTMENT, BY ORDER OF HIS EXCELLENCY THE GOVERNOR, OF ONE LOT OF CROWN LAND, AT BARKER ROAD IN THE COLONY OF HONGKONG, FOR A TERM OF 75 YEARS, COMMENCING FROM THE 8TH MAY, 1899.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Boundary Measurements.	Contents in feet.	Annual Rent.	Upset Price.
Rural Building Lot No. 112.	Barker Road, adjoining R.R.L. 97.	ft. ft. ft. ft. ft. ft.	1,000 6 120	\$	+

Hongkong, 17th August, 1903. [993e]

Notice of Firm.

HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

NOTICE.

I HAVE THIS DAY RESUMED CHARGE OF THE above Company.

J. W. KEW,
Manager.
Hongkong, 18th August, 1903. [1000e]

Insurances.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW YORK.

RICHARD A. McCURDY, President.

ORGANISED IN 1843.

MR. GEORGE ECKLEY has been appointed AGENCY DIRECTOR of the above Company and a Branch Office has been opened at the Hongkong Club Annex, Ground Floor, Chater Road.

By Order,

BASIL H. BETTS,

Special Representative for
Hongkong, China and Japan.
Hongkong, 17th August, 1903. [1002e]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Under-guaranteed AGENTS of the above Company are prepared to accept First Class FOREIGN AND CHINESE RISKS at CURRENT RATES.

SIEMSEN & CO.

Hongkong, 18th May, 1903. [1003e]

Entertainment.

HONGKONG VOLUNTEER CORPS.

PROMENADE CONCERT.

AT HEAD QUARTERS, PARADE GROUND.
(If Weather is unfavourable at the City Hall.)

SATURDAY, 22nd August, 9 P.M.

ADMISSION: \$2 and \$1, Sailors, Soldiers and Volunteers in Uniform 50 cents.
Tickets at HEAD QUARTERS, from OFFICERS of CORPS and at KELLY & WALSH.

Hongkong, 15th August, 1903. [1087e]

Intimations.



NOTICE.

THE Attention of Householders is drawn to the fact that stagnant pools and collections of water in broken flower pots, broken jars, &c. standing in their premises are a source of danger to people residing therein, and to warn them that the Sanitary Board intend to treat such as nuisances.

By Order,

G. A. WOODCOCK,
Secretary.

Sanitary Board-Room,
14th July, 1903. [1089e]

N. LAZARUS,
OPHTHALMIC OPTICIAN
OF LONDON AND CALCUTTA.

SIGHT TESTED.

LENSES for the correction of Astigmatism
ground on the premises.

Spectacles and Eyeglasses in all styles
and metals.

Consulting Room:

No. 16, Queen's Road Central,
Nearly opposite the Hongkong Hotel with
entrance through store of R. Hou hiong, Tailor.

DAVID BENJAMIN,

Hongkong, 23rd June, 1903. [1086e]

CHINESE AMERICAN COMMERCIAL
COMPANY.

IMPORTERS, EXPORTERS AND
MANUFACTURERS.

THE Company's OFFICES are established
at Nos. 20 and 21, CONNAUGHT
ROAD opposite DOUGLAS PIER.
Hongkong, 1st May, 1903. [1040e]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION
AGENTS.

PRAYA CENTRAL HONGKONG,
SOAP MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c., &c.

Sale Agents for
FERGUSON'S SPECIAL CREAM
and
P. & O. SPECIAL LIQUER SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES
ALWAYS IN STOCK

AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [1088e]

Hongkong, 17th August, 1903. [1093e]

TSU FAN
DENTIST.

PRICE MODERATE—CONSULTATION FREE.
Next to the Hongkong Dispensary,
50, Queen's Road, Central,
Hongkong, 28th November, 1902. [1299e]

I HAVE THIS DAY RESUMED CHARGE
of the above Company.

J. W. KEW,

Manager.

Hongkong, 18th August, 1903. [1000e]

Hongkong, 17th August, 1903. [1093e]

GRIMAUT'S SYRUP
OF
HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Consumption, Obstruction, Coughs or Cold and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take

GRIMAUT'S SYRUP/HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimalt's Syrup immediately arrests the Cough, Spitting of blood and Night-sweats, and the Appetite improves rapidly—a fact soon demonstrated by an increase of weight and healthy appearance.

Grimalt's Syrup has a rose colour, and is sold in flat oval bottles. Beware of Imitations.

GRIMAUT & CO., Paris. Sold by all Druggists

Hongkong, 17th August, 1903. [1092e]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Under-guaranteed AGENTS of the above Company are prepared to accept First

Class FOREIGN AND CHINESE RISKS at

CURRENT RATES.

Hongkong, 18th May, 1903. [1003e]

SIEMSEN & CO.

Hongkong, 18th August, 1903. [1093e]

Intimations.

THE BRIGHT SIDE OF LIFE

It is a feeling common to the majority of us that we do not get quite the amount of happiness we are entitled to. Among the countless things which tend to make us more or less miserable ill health takes first place. Hannah More said that sin was generally to be attributed to biliousness. No doubt a crippled liver with the resulting impure blood, is the cause of more mental gloom than any other single thing. A chronic dyspeptic, says an eminent English physician, is always on the verge of a mental upset. And who can reckon up the fearful aggregate of pain, loss and fear arising from the many ailments and diseases which are familiar to mankind. Like a vast cloud it hangs over a multitude no one can number. You can see these people everywhere. For them life can scarcely be said to have any "bright side" at all. Hence the eagerness with which they search for relief and cure, Remedies like

WAMPOLE'S PREPARATION

have not attained their high position in the confidence of the people by bald assertions and boasting advertisements. They are obliged to win it by doing actually what is claimed for them. That this remedy deserves its reputation is conceded. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, combined with the Comp. Syrup. of Hypophosphites. Extracts of Malt and Wild Cherry. Nothing has such a record of success in Scrofula, Anemia, Nervous Debility, Influenza, Throat and Lung Troubles, and all emaciating complaints and disorders, that tend to undermine the foundations of strength and vigour. Its use helps to show life's brighter side. Dr. W. H. Alkins, of Canada, says: "I am pleased to state that the results from using it have been uniformly satisfactory." You can take it with the assurance of getting well. It is preparation brought up-to-date and effective from the first dose. It never disappoints. At all chemists and A. S. Watson & Co., Limited.

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FROZEN FOOD AND FRUITS.

DEPT NO. 3, ICE HOUSE STREET.

FRESH SUPPLY OF FROZEN AUSTRIAN PRODUCE just received by the China Navigation Co.'s S.S. "CHANGSHA" including MUTTON, LAMB, PORK, SUCKING PIGS, HALES, RABBITS, TURKEYS, PORK SAUSAGES, MILK (concentrated), FRESH BUTTER, CHEESE, BACON, HAM and CHOICE TINNED FRUITS. Pass Books will be supplied to, and Credit Accounts kept with, well-known residents. Price Lists on application.

LAU KUE TONG,
Manager,
The Hongkong Frozen Food Supply.
Hongkong, 19th August, 1903. [1084e]

PIZZO'S

Entumations.

A. S. WATSON & CO.,
LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case 120s.	Per Dozen Pcs.
ST. ESTEPHE	\$ 8.00	\$ 9.00
ST. JULIEN	10.00	11.00
LA ROSE	13.50	14.50
CHATEAU HAUT BRION LARRIVET	20.00	22.00
CHATEAU MOUTON d'ARMAILHACQ	24.00	26.00
CHATEAU PONTET CANET	28.00	—
CHATEAU LA TOUR CARNET	33.00	—
CHATEAU RAUZAN	48.00	—
CHATEAU LAFITE	54.00	—

These CLARETS are specially selected and obtained from the LEADING FRENCH GROWERS; they are of exceptional value and in fine condition.

THE CHATEAU BRANDS

are recommended to the notice of Connoisseurs as high-class after-dinner Wines.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co.,
LIMITED,

THE HONGKONG DISPENSARY.

CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣
17A, QUEEN'S ROAD.FURNITURE
DEALERS.DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.ELECTRO-PLATED,
GLASS, and
CHINA WARES.PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.PHOTOGRAPHIC
DEPARTMENT.DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.

PROMPT RETURN.

Hongkong, 8th July, 1902. — [728d]

CARMICHAEL AND
CLARKE,CONSULTING ENGINEERS AND
SHIPBUILDERS,

SURVEYORS AND CONTRACTORS.

REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," Hongkong.
A. B. C. Code, 4th Edition.

Lieber's Standard Code.

TELEPHONE, 232.

Hongkong, 20th March, 1903.

NOTICE.
All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAI LY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional. The daily sum is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Singapore Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 19th inst., at 158, Praya East, the wife of WILLIAM FARMER, of a son. [George

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TELEGRAMS.

(Reuters.)

The Balkan Trouble.

LONDON, 18th August.
Two divisions of the Bulgarian reserves have been called out to-day; it is believed with the object of strengthening the forces on the frontier.

LATER.

The Turks appear to be unable to cope with the insurrection which is fast gaining ground everywhere; small but sanguinary encounters between the troops and the rebels occur in various districts in Macedonia daily. It is reported in Sofia that a thousand insurgents repulsed three battalions in a six-hour fight near Monastir with a loss of 200 to the troops; the loss of the insurgents is not known.

The entire Christian population of Krushevo was massacred.

[A Berlin wire to American journals states:—A Sofia dispatch to the *Lokal Anzeiger* says the Bulgarian War Office has called out 20,000 reserves, ostensibly for three weeks' manœuvres and that two battalions of pioneers have been ordered to the Turkish frontier.]

Accident to Mountaineers.

A party of seven tourists were killed in ascending the Aiguille Grise close to Mont Blanc.

The Situation in the Far East.

The *Times* correspondent at Seoul describes the situation created by the rivalry between Russia and Japan as very serious, and the extension of Russian activity into Korea as most ominous.

THE YALU TIMBER FELLING TRADE.

The *Iiji Shimpo* correspondent at Seoul wired on the 10th inst. reporting that the agreement had been signed between Bodisco (), the representative of the Russian Timber Company, and the Korean Inspector of Forests on the 20th ulto. As the matter is likely to be of considerable importance we give the agreement which reads as follows:—

1. The Korean Government hereby grants the Russian Timber Company the lease of land at Yong Am-pho. The boundary of such leased land shall be settled between the Russian Minister at Seoul and the Korean Minister of Foreign Affairs.

2. Land tax for such leased land shall be paid by the said Company to the Korean Government.

3. Korean-owned timber shall be bought by the said Company at reasonable prices.

4. In case of Korean graves being removed from within the boundaries of the leased land the Company shall award compensation to the families to whom the graves belong.

5. All Korean criminals caught within the boundaries of the leased land shall be handed over to the Korean authorities; similarly Russian criminals are to be handed over to the Russian authorities.

6. The Russian lessees shall not graze or feed their horses or cattle outside the boundaries of the leased land.

It may be interesting also to China readers by a relative of the lately cashiered Marshal Su, at present imprisoned, by command of Imperial decree, in the gaol of the Board of Punishments to await his punishment for the crime of encouraging his troops in Kwangsi to oppress and commit excesses upon the inhabitants, and pocketing the pay of "dummy" soldiers, states that the original sentence against the ex-Marshall was summary decapitation and confiscation of property, the proceeds of which were to be handed over to Viceroy Tsén to pay his troops fighting against the rebels in Kwangsi. Through the exertions of the ex-Marshall's friends and the power of the precious metal which, it is rumoured, is being used without stint among the principal eunuchs in the Palace and certain members of the Grand Council, it is hoped that the sentence may be commuted to one of banishment to the military posts of either Mongolia or Manchuria to expiate his crimes as a convict. In other words, the wealth of the ex-Marshall instead of being seized upon and devoted to the troops whom that worthless official had so persistently defrauded while holding office in Kwangsi and Kwangtung for nearly twenty years are being recklessly distributed amongst the avaricious mandarins and eunuchs at the Capital, who doubtless will sell so-called justice—for a price.

THE URAGA DOCK CO.

AND A PHILIPPINE CONTRACT.

According to the *Cablenews*, word has been received in Manila to the effect that the Uraga Dock Company of Tokio has agreed to accept the proposition regarding the cancelling of a contract for the supply of boats for the Insular Government. We learn that when the Government decided to extend the Coast Guard Transportation and Lighthouse Service, somewhat over a year ago, it was found necessary to have at least fifteen boats constructed for the purpose.

Bids were solicited for the building of these boats under the management of Commander Marix, Captain of the Port, who then had charge of the Coast Guard Service. When the bids were opened, the contract for building ten of the proposed boats was let to Farnham Boyd & Company, of Shanghai, and the remaining five were to be built by the Uraga Dock Company. The contract for the former was let in December, 1901, and that for the latter in January of 1902.

The Shanghai Company began delivering the boats in September, 1902, according to the terms of their contract and turned out boats at the stipulated intervals thereafter until the fifteen were completed and the contract was discharged. The work on these boats was highly satisfactory to the Government and the Company received a letter order for five additional boats, one of which, the *Mindanao*, has been completed and was recently expected in.

Of the five boats to be built by the Uraga Dock Company, the first to be turned out was the *Rouboon*. This boat was much later than contract time, says the *Cablenews*, which alleges that the Government would have overlooked this feature of the transaction had the boat not been almost unseaworthy through the inferior workmanship employed in her construction. Shortly after the arrival of the *Rouboon*, and while the dissatisfaction created by the defective construction which made her of little value was still fresh in the minds of the officials, the second boat of the five the *Marinduque* came into port in the equally bad condition.

The Government then called a halt, and notified the Company that the boats were not up to the stipulated requirements of the contract and that none of the others would be received.

There are three of the boats yet uncompleted which will be rejected, the contract having been cancelled. The Government had made payments on these boats somewhat in advance of the work which had been done on them according to the terms of the agreement. The Company would not consent to refund the advance payments to the Government, but made a concession which was virtually as good.

When the contract was originally entered into for the construction of the boats, the Company deposited with the Insular Government a certified cheque for a large sum as a guarantee that the contract would be performed in accordance with its terms and that the work done should be up to the standard agreed upon.

The Company sent its representative to Manila, and as a result a compromise was effected the contract being cancelled, the boats rejected and the guarantee cheque of the Company forfeited.

THE POWER OF GOLD.

A Peking telegram received at Shanghai by a relative of the lately cashiered Marshal Su, at present imprisoned, by command of Imperial decree, in the gaol of the Board of Punishments to await his punishment for the crime of encouraging his troops in Kwangsi to oppress and commit excesses upon the inhabitants, and pocketing the pay of "dummy" soldiers, states that the original sentence against the ex-Marshall was summary decapitation and confiscation of property, the proceeds of which were to be handed over to Viceroy Tsén to pay his troops fighting against the rebels in Kwangsi. Through the exertions of the ex-Marshall's friends and the power of the precious metal which, it is rumoured, is being used without stint among the principal eunuchs in the Palace and certain members of the Grand Council, it is hoped that the sentence may be commuted to one of banishment to the military posts of either Mongolia or Manchuria to expiate his crimes as a convict. In other words, the wealth of the ex-Marshall instead of being seized upon and devoted to the troops whom that worthless official had so persistently defrauded while holding office in Kwangsi and Kwangtung for nearly twenty years are being recklessly distributed amongst the avaricious mandarins and eunuchs at the Capital, who doubtless will sell so-called justice—for a price.

SUGAR.

A Simla wire of 1st ult. states:—

A Finance and Commerce departmental press communiqué states that the Government of India have decided to retain until the 31st March 1904, countervailing duties on sugar at the rates which may be in force on the 31st August 1903. This decision is based on the ground that the greater part of the sugar which will be available for export from India giving countries till the 31st of March will have actually received bounties. After that date countervailing duties will cease to be levied on sugar produced in and imported from any country which may have abolished all bounties on or before 31st of August 1903.

The Government of India reserve full discretion to maintain after the 31st March 1904 differential duties on sugar produced in or exported from India giving countervail and also to re-impose differential duties against any country which may restore its bounties either directly or indirectly.

Out of these four companies, the most important and richest is the Russian Timber Felling Company whose *raison d'être* is far more political than commercial. *China Gazette*.

A SK for ASAHI JAPANESE BEER.

MANHARING TO BE OPENED TO TRADE.

The *Universal Gazette* of 15th inst. says that it is now decided to open Anching (or Ngan-king), the capital of An-hui, to trade as a treaty port and a Deputy Consul of Customs has been despatched from Shih-nghai to decide upon the site of the new custom house there.

RUSSIA'S CHINESE POLICY.

The following letter appeared in a recent issue of the *Globe*:—

Sir,—I notice in your edition of to-night a short article entitled "Russia and New-chwang," and I take it that most of your readers have taken note of the article in question as it does not, however, place the situation by any means as forcibly before the public as the gravity of the case warrants. To-day there are here Powers having uphill work in their efforts to get even with Russia; not Great Britain alone, by any means. Great Britain may appear to be acting alone, but this is not so; she has, as all the world knows, repeatedly arranged a treaty with China involving the freedom of Manchurian ports, but when it has been presented at Peking the Chinese authorities have invariably employed some device to nullify the objectionable features. The other day it was given out that the treaty had been ratified, but the encroachment on Russia's possessions was not a part of it. This country concluded to stick to her own sphere as of more importance than speculative ventures. The United States and Japan, acting in conjunction, have applied for the same privileges in Manchuria. The wisdom of the United States in taking Japan as a partner in an enterprise of this sort, is, of course, open to doubt, but that is none of our affair. Japan is a most gallant little nation, and entitled to the highest consideration all the world over, but in seeking port privileges the object ought to be to divest the effort of all obstacles likely to cause friction. Japan is not an idol of worship to China by any means, and it is difficult to imagine anything that can so violently stir the blood of Russia. For many months past there has been a smouldering conflict between Russia and Japan, and, if reports from the Far East are to be believed, it may soon develop into an open fight. The latest news has it that 150 Russian soldiers have crossed the Yalu to the Coean side of the river, a clear violation of the solemn pledges given recently to Japan, though this trans-Yalu invasion has been reported several times before.

The Japanese Government is said to have responded to the almost unanimous appeals of the Japanese, and to be about to strike a blow. While this must be accepted with a few grains of allowance, it goes to show that Japan is not likely to be of much assistance in an effort to obtain treaty privileges in Manchurian ports from China. It is not surprising, therefore, that China has recently rejected that feature of the treaty submitted by the allies. There can be no doubt that China foolishly, or otherwise, regards Russia as her only protector. Perhaps the fact that Russia has so much of her territory already has something to do with it. Russia, having enough, may not be so anxious to want what remains. At any rate, everything of importance done by China is believed to be through the advice of Russia, and this, most likely, is so. It is the old story of making to oneself friends with the mammon of unrighteousness. Yours faithfully, JOHN COCKERSON.

EXPORTS OF COTTON GOODS.

Prolonged idleness on the part of buyers for the China market has again kept the export business for the monty within quite moderate limits. There has been an occasional purchase involving several hundred bales of brown sheetings for Africa, but apart from these, business has been made up almost entirely of buying for South American countries and for the West Indies. This trade has been of about average extent. It comes along without special feature and does not appear to be affected by any material extent by the upward movement of prices here.

Reports from China do not encourage expectations of any early revival of business with that market. The interior trade has not improved, and the disparity between prices there and prices in this market is greater than before, there having been no movement there corresponding with the advances here. Since the last purchase of any moment for the China market in January, prices of brown sheetings and drills have advanced fully 4c. per yard, even for goods which are in stock, while for forward contracts of goods to be made the advances asked are still greater. In some instances the latter are purposely put to a prohibitive level, such, for instance, as quoting 6c. per yard for 3-yard sheetings.

Since the last review there has been considerable curtailment of production; a number of mills having closed down or thrown part of their machinery out of work. This course has been imposed upon them by the high price to which raw material has risen. Mills without cotton cannot buy further supplies at present except at prices which are much above parity with the current market for cotton goods. Among mills closed down are several which manufacture export goods.

In addition to this temporary curtailment several important mills have, by tornadoes and floods, been wholly or partially destroyed, and all of them are well known as manufacturers of brown cottons for export. Among them are the Pacolet, Clifton, Converse, Glendale, and Gainesville, all familiar names in the export trade. Several thousand bales of goods stored at these mills awaiting shipping orders chiefly for China have been destroyed.—*Our Review*.

The *Demarara Daily Chronicle*, in a leading article, says:—We say emphatically that the sugar industry does not at present bear its legitimate burden of taxation nor does it even pay the cost of its own labour requirements.

A SK for ASAHI JAPANESE BEER.

A SK for ASAHI JAPANESE BEER.

TROPICAL HYGIENE.

PROF. SIMPSON ON FOODS.

In the course of a series of articles on this subject, Prof. W. J. Simpson deals with the question of food and general principles of diet, in the course of which he states:—In countries which are hot, in which animals are scarce or liable to parasitic disease, where oxen are valuable as beasts of burden, and where fruits and vegetables are abundant, the inhabitants as a rule live mainly on a vegetable diet. In India there are Hindus who take no animal food beyond that of milk and ghee, which is a form of melted butter. There are others who take fish and eggs, and others who eat certain kinds of meat, but abstain from eating beef or pork. Though cereal grains as a rule form the chief foods of the inhabitants of hot countries, rice being the staple food wherever there is plenty of water and rain, still there are large populations even in hot climates whose food is of an animal nature. In cold countries, where different conditions prevail, the inhabitants are chiefly meat-eaters, and the colder the climate the more oil is added to the food. The Esquimaux are an animal-feeding people, and eat large quantities of fat, which supply fuel to keep up the temperature of the body under conditions of intense cold. Time crystallizes these customs into fixed habits, which cannot be readily changed without risk of injury to health. Meat-eaters are likely to suffer if they suddenly change into grain-eaters, and vice versa, grain-eaters suffer if they change to meat-eaters. The large quantities of starch food which grain-eaters consume and experience no difficulty in digesting would be injurious to a meat-eater, while the less bulky but more nutritious food of the meat-eater would not satisfy the hunger of a grain-eater or fructarian. There is an absolute necessity of modifying the diet to suit it to the physiological requirements of varying climates. Disregard of this law has had many an illustration as its results. In the first Burmese war, for six and a half months the troops were fed on salt rations almost exclusively, and 48 per cent. of them perished within ten months, principally of scrofulous dysentery, while in the regiment of the Camerons 700 out of 900 were invalidated from the same cause in two months.

An excess of fresh meat also produces intestinal derangement. This was shown in the French campaign in Algeria, when the men ate excessively of captured mutton and rapidly succumbed to intestinal disease. The same was noticed in the American Army during the Civil War. An epidemic of intestinal catarrh or dysentery invariably followed a raid in the enemy's country and the capture of quantities of live stock, which was given to the men in excessive amount. Something very similar to this occurred among some of the regiments in South Africa in the recent war.

The defect likely to be in the diet of a European in the Tropics is that it is too nitrogenous and fatty. The European has been accustomed to animal food, which mainly consists of nitrogenous substances and fats, and, there is a tendency to continue these in the same proportions as before. Too much meat is taken, which places a strain on the excretory organs, and causes disorder of the digestive functions.

The liver and kidneys become congested; fermentation, catarrhs and dyspepsia are set up, accompanied by fever and a certain amount of full-bloodedness which predisposes to sunstroke. Such unhealthy conditions should be rectified by a reduction in the amount of animal food and a more liberal allowance of vegetable food, which supplies the necessary constituents in a less stimulating form more suited to a climate in which congestion of the abdominal viscera is especially apt to occur.

In the Tropics, where the temperature is nearly as high and sometimes higher than that of the bodily temperature, there is not the same necessity for fatty foods as in colder climates, and the substitution of fruits and farinaceous substances for oleaginous articles will not only be more grateful to the taste but will prevent intestinal disorders which, under the circumstances, are likely to be produced by a diet which is too fatty. It would be a mistake, however, to exclude meat altogether from the diet, and in the case of special hard work outdoors meat may be increased in the diet with advantage.

All carbohydrates are converted into glucose before absorption, and in this form are more readily metabolized than fats or albuminoids. Owing to the ease with which they are oxidized the carbon is easily liberated for the purposes of energy, and with less production of internal heat. For this reason they are a most valuable factor for the production of energy in the Tropics, as they impose less labour on the organs of digestion. The cereals indigenous to the Tropics, such as maize, rice and the native lentil, are preferable, as they contain less nitrogen.

When energy is to be liberated rapidly with the least tax upon the digestive system, sugar, an almost pure, soluble carbohydrate, is an excellent food for the purpose. In the Philippines the cavalry horses imported from America became emaciated and refused to eat, until it was discovered that molasses or sweetened water sprinkled on the coarse grass or hay made it palatable. When thus fed they grew fat and sleek.

Among the troops engaged at Porto Rico and the Philippines, whose appetites had become impaired, there was a craving for candies and sweets, which was relieved by a supply of these articles. Experiments have shown that the fatigue of cyclists on long record-breaking trials has more quickly been relieved by sugar than by other foods.

On the 20th ult. the *Demarara Daily Chronicle* in a leading article, says:—We say emphatically that the sugar industry does not at present bear its legitimate burden of taxation nor does it even pay the cost of its own labour requirements.

A SK for ASAHI JAPANESE BEER.

Shipping—Steamers.

OCEAN STEAMSHIP COMPANY, LTD.
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LTD.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL	" GLAUCUS "	On 22nd August,
GLASGOW and LIVERPOOL	" DEUCALION "	On 4th September,
GLASGOW and LIVERPOOL	" AGAMEMNON "	On 9th September,
GLASGOW and LIVERPOOL	" JASON "	On 17th September,
GLASGOW and LIVERPOOL	" PAK LING "	On 23rd September,
GLASGOW and LIVERPOOL	" CALCHAS "	On 1st October.

S.S. "PINGSUEY" has arrived and leaves for Shanghai to-morrow.

S.S. "TELEMACHUS" left Tacoma on the 9th inst. for Japan Ports and Hongkong.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, L'DON & A'WERP.	" NESTOR "	On 1st September.
MARSEILLES, L'DON & A'WERP.	" KINTUCK "	On 15th September.
LIVERPOOL	" PINGSUEY "	On 22nd September.
MARSEILLES, L'DON & A'WERP.	" GLAUCUS "	On 29th September.
MARSEILLES, L'DON & A'WERP.	" AGAMEMNON "	On 13th October.
LIVERPOOL	" JASON "	On 20th October.
MARSEILLES, L'DON & A'WERP.	" PAK LING "	On 27th October.

* Taking cargo for Liverpool at London rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and ALL PACIFIC COAST PORTS	" DEUCALION "	On 6th September.
NAGASAKI, KOBE and YOKOHAMA	" CALCHAS "	On 2nd October.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 20th August, 1903.

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CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	" NINGPO "	21st August.
CEBU and ILOILO	" HUNAN "	22nd "
NINGPO and SHANGHAI	" KWELLIN "	22nd "
CHEFOO and TIENSIN	" KWELIANG "	26th "
MANILA	" SUNGXIANG "	26th "
POR DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNS, VILLE BRISBANE, SYDNEY and MELBOURNE	" CHANGSHA "	14th September.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

+ Taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

+ Taking cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

A.D.—REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
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Hongkong, 20th August, 1903.

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Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
PERLA	1980	J. McGinty	MANILA, ILOILO and CEBU.	TUESDAY, 25th Aug., at 4 P.M.
ZAFIRO	2540	R. Rodger	MANILA (DIRECT)	SATURDAY, 29th Aug., at 10 A.M.
RUBI	2540	R. W. Almond	—	SATURDAY, 5th Sept., at 10 A.M.

For Freight or Passage, apply to:

SHEWAN, TOME'S & CO.,
GENERAL MANAGERS.

Hongkong, 19th August, 1903.

[1208d]

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA,

FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY

Steamship.	Tons.	Captain.	To Sail
" INDRAPURA "	4,809	A. E. Hollingsworth	Aug. 20, 1903.
" INDRASAMHA "	5,197	W. E. Craven	Sept. 13,
" INDRABELLI "	4,859	R. P. Craven	Oct. 14,

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS,

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSWI (DIRECT)" DAIJIN MARU "	T. Ogata	SATURDAY, 22nd Aug.	
FOR ANPING* " MAIDZURU MARU "	T. Saito	SUNDAY, 23rd Aug.	
FOR TAMSWI* " DAIGI MARU "	T. W. Groves	TUESDAY, 25th Aug.	
FOR FOOCHOW* " ANPING MARU "	J. Goto	FRIDAY, 28th Aug.	

* VIA SWATOW and AMOY.

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All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's.

Steamers will go alongside the Co. Peninsula at the Customs' water-front premises at Tamswi to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 6, Des Voeux Road Central.

T. ARIMA, Manager.

[1208e]

Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

HONGKONG-MANILA LINE.

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PRIVATE LINES, By Arrangement.

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W. STUART HARRISON,

A.M. INST. C.E.,

Manager.

Hongkong, 2nd April, 1903.

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THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 16th January, 1903.

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August 10th.